WWW.LONDONFOGGERS.COM
EMAIL: SALESSUPPORT@LONDONFOGGERS.COM

M.A.G.

MEDIUM **A**REA **G**ENERATOR

OPERATING INSTRUCTIONS
AND
ILLUSTRATED PARTS
For machines serial numbers above 450268

CUSTOMER SERVICE – A TRADITION
505 Brimhall Ave PO Box 406 Long Lake, Minnesota 55356
PHONE: (800) 448-8525 FAX: (952) 473-5302

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SPECIFICATIONS

Type:	Wheel or skid mounted; non-thermal, U.L.V. (Ultra Low Volume) Cold fog aerosol generator.
Engine:	7 HP, 4 Cycle, Recoil Kohler gasoline.
Fuel consumption:	2 hours run time approx.
Air Pump:	Cast Iron Single Stage; Operating Pressure = 40-85 P.S.I.
Formulation:	Chemical Flow Rate 0-6 oz. /min (0-180 ml. / min)
Nozzle System:	Single, sonic velocity; adjustable 180° azimuth, 0-45° up elevation.
Tanks:	Formulation: 2.5 U.S. Gallons (9.5 Liters) Gasoline: 1.05 U.S. Gallons (4.1 Liters)
Particle Size:	80% less than 20 microns
Weight Empty:	95 Pounds (43 Kilograms)
Length:	29 Inches (73.6 cm)
Height:	19 Inches (48.3 cm)

OPTIONAL

Remote 12V On/Off for formulation Flow	part # 3-607
50 Ft. Remote Nozzle Retrofit Kit	part # 3-900
Wheel Kit with Handle	part # 3-825

The term U.L.V. is an abbreviation for Ultra Low Volume. Ultra Low Volume is the designation for the technique of treating areas with relatively small amounts of chemicals in the aerosol state.

For best results, London Fog ULV Aerosol Generators should be operated and maintained in compliance with the formulation label instructions.

I. SAFETY PRECAUTIONS

WARNING

READ AND UNDERSTAND THESE SAFETY PRECAUTIONS BEFORE OPERATING MACHINE.

1. Engine and Fuel: This machine uses gasoline as the fuel for the internal combustion engine and all precautions commonly applying to this volatile fuel should be observed. Exercise extreme caution to avoid spilling of gasoline. If spillage occurs, wipe it off and allow evaporation time before starting the engine. DO NOT attempt to put fuel in tank while the machine is still running. Avoid smoking or open flames in area when handling gasoline. Never run the unit indoors unless exhaust is vented outside. These fumes contain carbon monoxide which is Colorless and odorless and can be fatal.

   NOTE

   DO NOT OPERATE ENGINE WITHOUT MUFFLER.

   DO NOT TOUCH HOT MUFFLER, CYLINDERS OR FINS AS CONTACT MAY CAUSE BURNS.

   Except for adjustment, DO NOT OPERATE THE ENGINE IF AIR CLEANER OR COVER DIRECTLY OVER THE CARBUETOR AIR INTAKE IS REMOVED.

   DO NOT RUN THE UNIT IF THE BELT GUARD IS REMOVED.

   DO NOT TAMPER WITH GOVERNOR SPRINGS, GOVERNOR LINKS OR OTHER PARTS WHICH MAY INCREASE OR DECREASE THE GOVERNED ENGINE SPEED.

2. Engine Speed: (rpm) should be checked periodically to ensure that it is operating correctly, as the engine affects the air pressure and formulation flow which affects droplet size.

3. Machine Damage: Never operate a machine after it has been damage. A damage machine can be very hazardous.

4. Wind: Spraying during windy conditions is not usually practical because the formulation will drift out of the intended area. However, under NO circumstance should spraying into the wind be attempted. This may cause hazardous accumulations of formulation on the machine or carrying vehicle.

5. Safety Equipment: In addition to any safety equipment that may be required by the type of formulation which is being used, the following items should be with each unit during fogging operations:
   a. Fire Extinguisher, chemical type rated for fuel fires.
   b. First Aid Kit
   c. Eye Wash Solution
   d. Safety Glasses
   e. Container of Oil Dry Compound
   f. Gloves rated for High temperature
   g. Respirator adequate for formulation being used.

6. LABEL: **Ensure that formulations are applied only in strict compliance with the formulation label as well as local, state, and federal regulations**. IT IS THE OPERATOR'S RESPONSIBILITY TO DISCOURAGE ANYONE FROM PLAYING IN THE SPRAY OR BEING NEAR THE MOVING VEHICLE.

7. Formulations: **Ensure that formulations are applied only in strict compliance with the formulation label as well as local, state, and federal regulations** and that these formulations are dispersed only by a trained personnel of public health organizations, mosquito abatement districts, pest control operators or other qualified personnel.

   a. Always comply with any requirements for protective clothing, goggles, gloves, facial masks, or respirators required on the formulation label.
   b. Do not exceed the dosage set forth on the registration label of the insecticide to be used.
   c. Always store formulation in its original labeled container.

IN NO WAY IS IT TO BE CONSTRUED THAT THE CHEMICALS AND/OR DOSAGES ARE THE RECOMMENDATION OF LONDON FOG, INC.

LONDON FOG, INC. SHALL IN NO EVENT BE LIABLE FOR CONSEQUENTIAL DAMAGES OR CONTINGENT LIABILITIES ARISING OUT OF THE FAILURE OF ANY AEROSOL GENERATOR OR PART TO OPERATE PROPERLY.

II OPERATING INSTRUCTIONS

1. SERVICE BEFORE START UP:

   A. Engine: See Kohler engine manual provided with machine. Service engine with gasoline and oil. Check oil level frequently.

OPERATING INSTRUCTIONS (Continued)

B. Compressor: Before operating compressor, remove the oil fill plug and replenish the oil. Oil level should be maintained at the upper mark on the indicator. Oil level should be checked daily. Use only London Fog Anderol 500 or Amsoil Synthetic Reciprocating Compressor oil. Do not use petroleum oil as increased nozzle cleaning and maintenance will result.

C. Drive Belt: Check drive belt which should be in perfect alignment and neither excessively tight nor loose enough to slip.

2. GENERAL OPERATION

A. Service the formulation tank with insecticide. Use only insecticide formulation labeled for the specific application and supplied by a reputable dealer or distributor.

B. Be sure the aerosol ON/OFF valve is in the OFF position. The aerosol is turned ON and OFF by setting the handle of the ON/OFF valve to the proper position. In the ON position, the handle will be positioned straight up and down, or vertical.

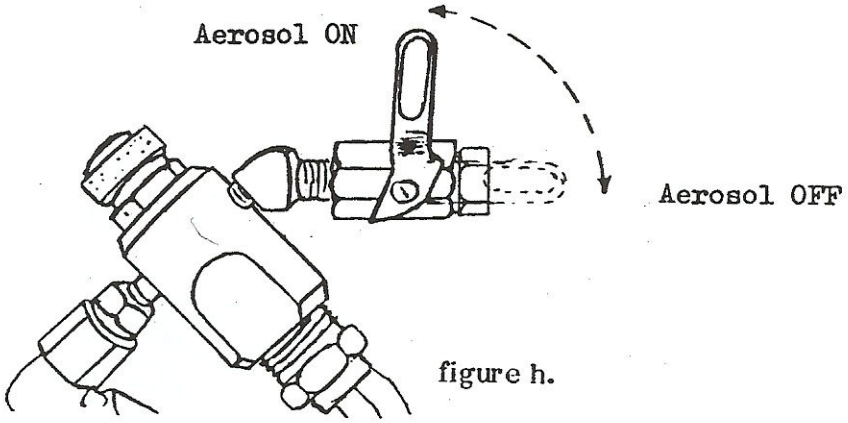


figure h.

C: Engine Start Up:

DANGER: Always keep hands and feet clear of machinery

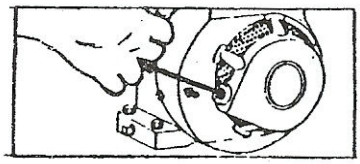
OPERATING INSTRUCTIONS (Continued)

Choke Engine; Manual choke, move lever as illustrated.

Rewind starter. Grasp starter grip as illustrated and pull out cord rapidly. Repeat if necessary with choke opened slightly. When engine starts open choke gradually.

D: To stop engine:

Move stop switch to OFF position.



E: Air Pressure:

It is of the first importance that proper air pressure be maintained. Air pressure to the air tip should be 40-85 psi as indicated by the green area of the air pressure gauge. If proper air pressure is not obtained check:

A. Engine should be running at 2500-2800 rpm and air pump at 800-900 rpm. A loose slipping belt can cause loss of compressor rpm. Malfunctioning engine or governor out of adjustment can cause improper engine rpm.

B. Air leaks can cause reduced pressure even though engine and air pump are operating OK. Air leak at or around air – fluid nozzle tip or junction of nozzle with aluminum nozzle body, can cause reduced pressure. Be sure that the Teflon gasket which seals the mating surfaces between the fluid nozzle and aluminum nozzle body is in good condition and properly installed. Be sure that the fluid nozzle is properly tensioned against the Teflon gasket. Air leaks at any of the line joints can also cause reduced pressure.

NOTE: If nozzle air pressure is below normal on daily check up, check for air leaks at all joints between compressor and outlet of aerosol nozzle assembly. Air leaks can be detected by holding the hand or finger close to the various joints and feeling if air under pressure is blown against the hand or finger.

C. Unduly high pressure can be caused by air pump turning in excess of 900 rpm, which is unlikely. High pressure can also be caused by plugging up or partial obstruction of the annular outlet air orifice at air – fluid nozzle tip. Replace air cap with spare if available to check for trouble due to partially obstructed or damaged air outlet orifice. Also, unduly high air pressure can be caused by obstruction with foreign matter of air holes in the aluminum nozzle body.

OPERATING INSTRUCTIONS (Continued)

NOTE: To remove the air cap loosen and remove the knurled nozzle ring (see figure M). Pull the air cap straight out and off of the fluid nozzle. It is not necessary to loosen or remove the fluid nozzle from the nozzle body when cleaning the air cap.

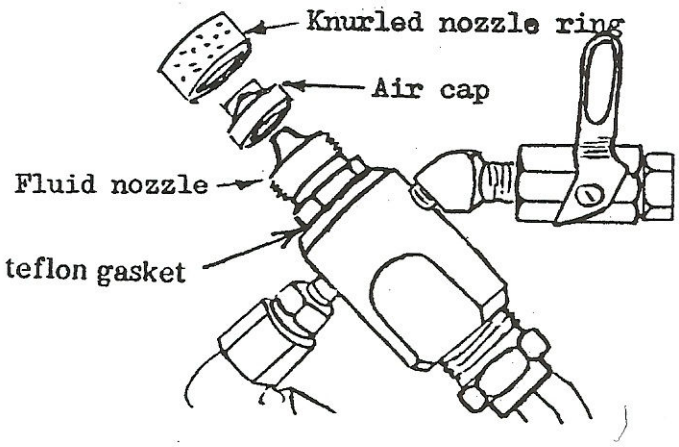


figure m.

(Non Remote Nozzle)

If air pressure exceeds normal setting and the engine rpm has not increased above normal, a partial blockage may have occurred in the air cap of the aerosol nozzle assembly. To clean air cap (and fluid nozzle when necessary) use acetone as a solvent for gum or varnish and wipe all surfaces clean with a rag. Carefully clean the orifice in the air cap with a rag and acetone. Blow through the orifice with compressed air if available. While air cap is removed, wipe clean all exposed surfaces of the fluid nozzle. Be sure that any deposit or build-up is wiped clean form the projecting snout of the fluid nozzle, where it projects through the center orifice of the air cap.

While the air cap is removed, also inspect the small holes in the fluid nozzle for deposits or internal build-up. Cleaning of these holes (and removal of the fluid nozzle) is seldom required due to the large area in relation to the air flow area through the air cap. To clean the holes in the fluid nozzle, remove nozzle and clean holes with a toothpick and acetone. Also clean all exposed surfaces with a rag and acetone. At the same time, clean the circular air grooves in the back of the fluid nozzle. Blow through the holes with compressed air, if available.

All nozzle assembly parts should be soaked in acetone if necessary to soften gum, varnish or other deposits.

OPERATING INSTRUCTIONS (Continued)

Use care not to over – tighten the fluid nozzle against its Teflon gasket so as to avoid extruding or damaging this gasket. Replace Teflon gasket (p/n 1013) if worn or damaged in any way.

3. FLOW RATES

Rate of formulation flow is controlled by metering orifice located in the fitting at the top of formulation tank. (See figure o)

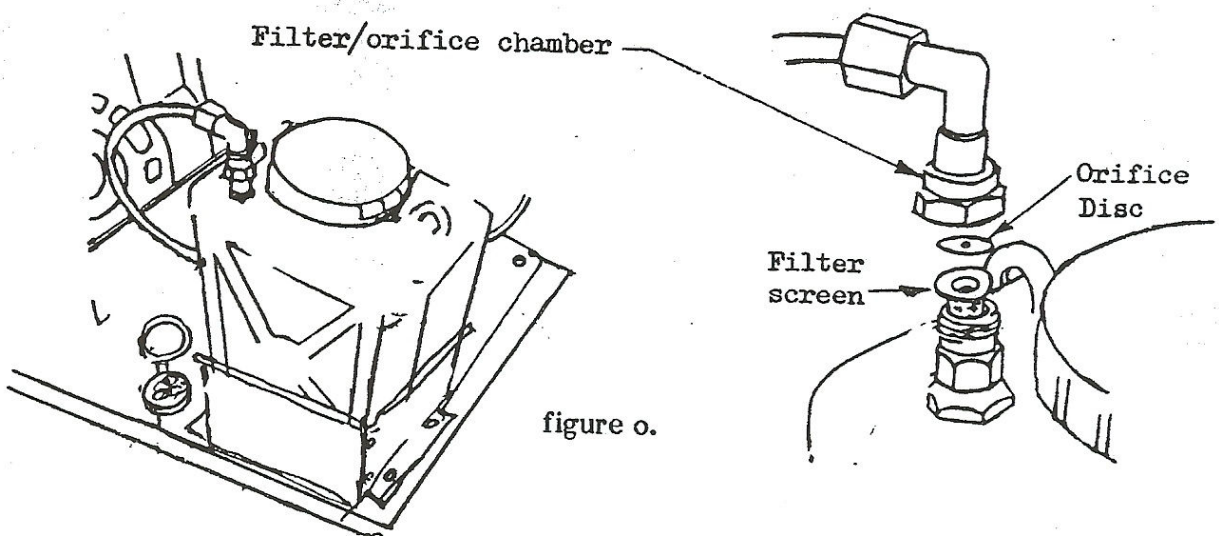


figure o.

A. Orifice Disc System

The orifice disc should be placed inside the filter/orifice chamber which is located in the outlet of the formulation tank. (see figure O)

a. To remove or change an orifice disc, first use (2)13/16 wrenches (one to hold the tank fitting, and the other to unscrew filter/ orifice chamber nut) then remove nut and fluid line, then hold the smaller hex nut using a wrench and loosen the hex retainer nut and another 13/16 wrench to hold tank fitting.

b. Several sizes of orifice discs are shipped in the small container attached to the base frame next to the formulation tank (see figure O). The discs are marked with the orifice hole size. A chart of approximate flow rates vs. orifice sizes when using formulations with a viscosity similar to that of carrier oils such as kerosene, mineral oil, diluent oils, Etc.is located in the back of this manual.

c. Using a smaller orifice size will reduce the formulation flow rate and produce a smaller particle size or “dryer” aerosol.

OPERATING INSTRUCTIONS (Continued)

Using a larger orifice size will increase the formulation flow rate or keep the flow rate the same when using a more viscous material.

NOTE: DO NOT USE METAL OBJECTS TO CLEAN ORIFICE OR SCREEN FILTER

4. CALIBRATION

Since the nozzle used is an external mix siphon (suction) type nozzle, calibration must be made with the machine running.

A. Disconnect the white nylon nut and fluid line from the nylon elbow fitting attached to the filter/orifice chamber.

Use (2) 13/16 wrenches (one to hold the tank fitting, and the other to unscrew filter/ orifice chamber nut.

With the machine running, using a stopwatch and graduated beaker and measure the flow for (1) minute and measure the amount of fluid used. Repeat for accuracy.

NOTE: Care should be taken not to have the graduated beaker higher than the top of the formulation tank, or lower than the bottom of the formulation, as this will affect the accuracy of the calibration.

5. APPLICATION INSTRUCTIONS

A. General Instructions:

a. Read, understand, and follow chemical labels instructions.
b. Use only chemicals that are labeled for your specific application.
c. Always use protective clothing and a respirator that is adequate for the chemical and particle size being aerosolized.

d. Do not start formulation flow unless proper air pressure (40-85) psi is obtained. When using Malathion, allow engine and compressor to run for several minutes after start up from cold condition, before turning chemical ON.

e. To determine the application time, first determine the total amount of formulation to be used. Always follow label language.

$$\frac{\text{(cu ft of area to be treated) (oz of formulation req'd per 1000 cu ft)}}{10000} = \text{oz. of formulation}$$

$$\frac{\text{oz. of formulation}}{\text{calibration flow rate in oz/min}} = \text{application time in minutes}$$

Example:

A 50,000 cu ft area is to be treated using 1 oz of formulation per 1000 cu ft.

$$\frac{(50{,}000 \text{ cu ft})\ (1.0 \text{ oz}/1000 \text{ cu ft})}{10000} = 50 \text{ oz of formulation}$$

$$\frac{50 \text{ oz}}{2 \text{ oz/min (calibrated flow rate)}} = 25 \text{ Min Application Time}$$

B. Application

a. Best results are obtained in the cooler hours of early morning or evening when there is a temperature inversion and the insects are most active. Ideal wind speed is between (3-7) mph. If wind speed exceeds (10) mph, it is not recommended to disperse insecticide.
b. Spray upwind of the area to be treated.
c. If the area to be treated is over 300 feet deep, move downwind approximately 300 feet on each successive pass.
d. Do not spray automobiles or buildings; with some insecticides, paint damage may result.

III. MAINTENANCE

1. DAILY OR EVERY USE

A. Compressor

Check oil level monthly. Oil level must be to the top mark on the oil indicator. Use only London Fog Anderol 500 or Amsoil Synthetic Reciprocating Compressor Oil. Do not use petroleum oil.

B. Engine

Check oil level daily. Oil level must be to the top of the fill hole. Pay particular attention to the engine requirements to change the oil after the initial (5) hours of running time. For oil type see Service Before start –up, section III-1 A.

C. Belt

Check drive belt which should be in perfect alignment and neither excessively tight or loose enough to slip.

D. INSECTICIDE/AIR DISCHARGE NOZZLE

Check to see that knurled nozzle ring is finger tight and that the fluid nozzle hex is tightened properly so that the nozzle seats air tight against the Teflon gasket and nozzle body. Check for air leaks at Teflon gasket with air pump running but insecticide turned off.

E. NOZZLE OPERATING AIR PRESSURE

Check pressure to air tip (40-85) psi as measured by air pressure gauge on the gauge panel. If pressure is incorrect, consult section III-2 E, page 10.

F. FLUSHING

When corrosive or caustic insecticides are used, flush out the chemical system with soap and water or other suitable flushing fluid after each time chemical is used. Always flush thoroughly prior to down time or storage.

Flushing out the lines, fluid nozzle, etc., is carried out by passing a suitable amount of flushing fluid (soap and water or other recommended fluid) through the machine, just as in normal operation. To drain or clean formulation tank, remove fluid line by disconnecting line and nylon nut from elbow fitting and lift tank from tank wrap. Dispense all fluid or remove and dump formulation container, and then dry the inside of the formulation tank with a clean rag.

2. EVERY (25) HOURS

Perform all Daily functions Plus:

A. Engine: Change engine oil. Remove drain plug and drain oil while engine is warm. Replace plug and fill with oil as specified in Service Before Start – UP, Section III – 1 A. Oil capacity is in Kohler Engine Manual.

a. <u>To service Air Cleaners</u>

Cartridge Air Cleaner

Clean cartridge at three month intervals or every (25) hours, which ever occurs first.

NOTE: Service more often if necessary

Remove knob and cover.

Remove cartridge by pulling it off of the screw.

Clean by tapping gently on a flat surface. If very dirty, replace cartridge or clean. Follow Kohler engine manual service recommendations.

MAINTENANCE (continued)

B. Compressor

The air intake filter in the air pump cylinder heads should be cleaned or replaced. To remove air filters, remove the two bolts holding the filter cover in place and remove the filters.

3. EVERY (100) HOURS

Perform all Daily and (25) Hours maintenance functions plus:

Change engine spark plug. Use Champion CJ-8 or equivalent. Set spark plug gap at .030" (.76 mm).

4. EVERY (200) HOURS

Perform Daily (25) hours and (100) hours maintenance functions plus:

A. COMPRESSOR

Change air pump crankcase synthetic oil every 200 hours, or sooner if oil becomes dirty. Use London Fog Synthetic Reciprocating Compressor Oil Anderol 500 or Amsoil Reciprocating Compressor Lubricant may be used. Do not use petroleum oil, as it will increase nozzle build up and pressure increase.

NOTE: For sources of London Fog part number 3-203 (Oil 1 Qt. Synthetic), Anderol 500 or Amsoil Synthetic Reciprocating Compressor Oil, contact the London Fog factory (telephone number at the front of this manual). Change air intake filter element, if not replaced earlier.

B. ENGINE

Follow Kohler Service Manual included with this manual.

IV. PREPARATION FOR STORAGE

NEVER STORE ENGINE WITH FUEL IN TANK INDOORS OR IN ENCLOSED, POORLY VENTILATED ENCLOSURE WHERE FUEL FUMES MAY REACH AN OPEN FLAME, SPARK OR PILOT LIGHT AS ON A FURNACE, WATER HEATER, CLOTHES DRYER, ETC.

1. MACHINE

Prepare unit for storage by draining all the formulation form the container. Then partially fill container with range oil (#1 fuel oil), kerosene or deodorized kerosene,

or mineral seal oil. Flush system by operating unit until the above base oil is consumed. Finally drain any remaining base oil from the container.

2. ENGINE

   IF engine is to be stored over 30 days, prepare for storage as follows:

   A. Remove all gasoline from fuel tank to prevent gum deposits from forming on these parts and causing possible malfunction of engine.

   B. Drain fuel into approved container outdoors, away from open flame.

   C. Run engine until engine starts to falter, the use choke to continue engine operation until all fuel in tank and carburetor is exhausted.

   D. Remove the spark plug and pour approximately 1/2 oz (15cc) of engine oil into the cylinder and turn the engine over by hand, slowly, several times. Replace the plug.

WHEEL KIT ASSEMBLY & INSTALLATION INSTRUCTIONS

1. SKID MOUNTED UNITS

   Use the wooden base on which machine was shipped, or fabricated wooden mounting base frame to suit. Secure wooden base to vehicle bed, or frame to vehicle securely. Use heavy duty bolts.

2. WHEEL MOUNTED UNITS

   a. Remove the wooden shipping base from the machine.
   b. Mount the two swivel casters attached to the caster mount plate to the mount flange on the compressor end of the machine using the (2) 5/16 – 18 x ¾ hex head bolts, nuts and lock washers provided.

      Next remove formulation tank by unscrewing white nylon nut from outlet fitting at top of tank and removing tank from tank retainer, allowing access to rear caster mount plate holes; use 1/4 - 20x3/4 flathead screw, lock washer and nut.

      Next remove (4) screws and remove belt guard, allowing access to caster mount plate bolt hole and install 1/4 – 20x3/4 hex head bolt, nut and lock washer provided.

ASSEMBLY INSTRUCTIONS (Continued)

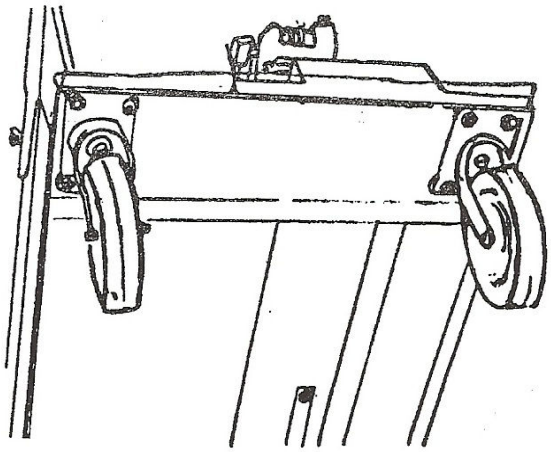


figure a.

C. At the engine end of the chassis, mount an axle/handle bracket assembly on each side of the chassis. The handle pivot pins on the bracket should be located in toward the engine. The flare out portion of the bracket should be oriented towards the operator end of the machine. See figure B. Fasten the brackets to the chassis by inserting the (2) 1/4 – 20X 3/4 bolt through each bracket and the chassis. Fasten in place using lock washers and nut provided. Tighten firmly.

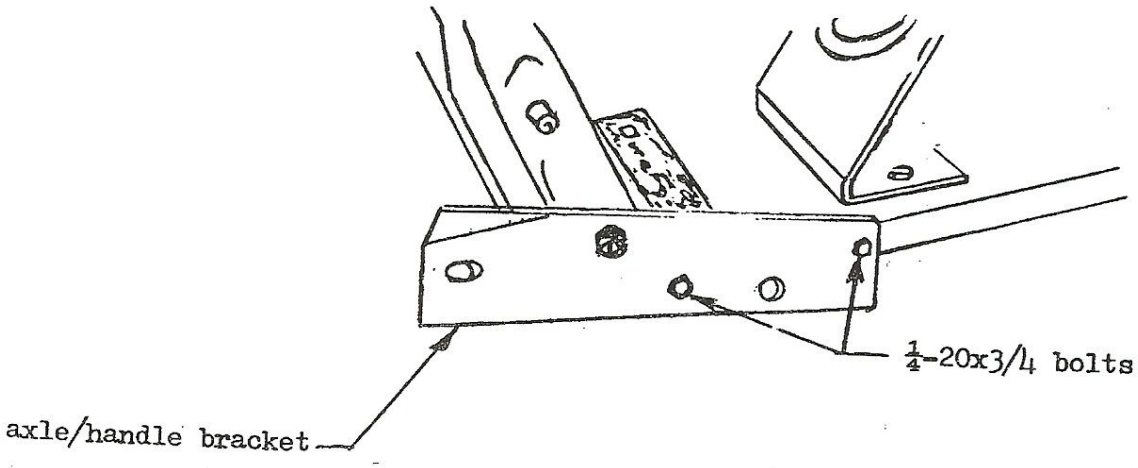


figure b.

D. Push the axle through both of the axle/handle bracket assemblies and place a spacer (provided in parts envelope) onto each end of the axle. Slide a wheel onto each end of the axle and fasten in place by driving the axle hubs onto the axle. See figure C.

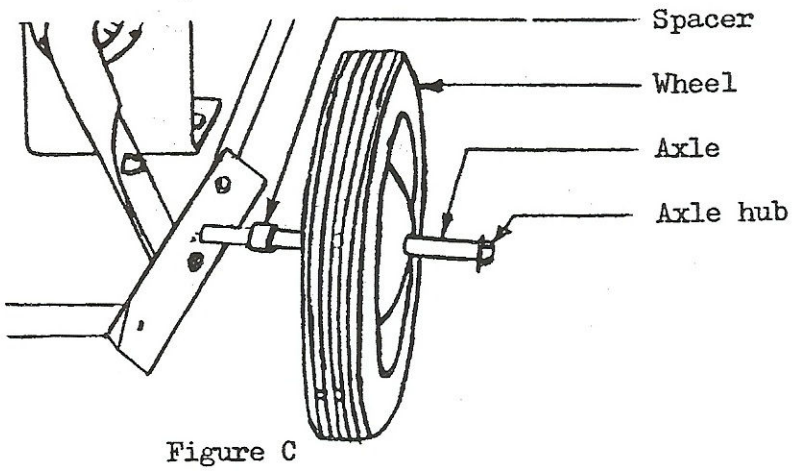


Figure C

E. Unpack the handle assembly. Using the bolts provided in the large handle section, mount the smaller top part of the handle to the larger bottom part (see figure D). Tighten wing nuts to hold in place.

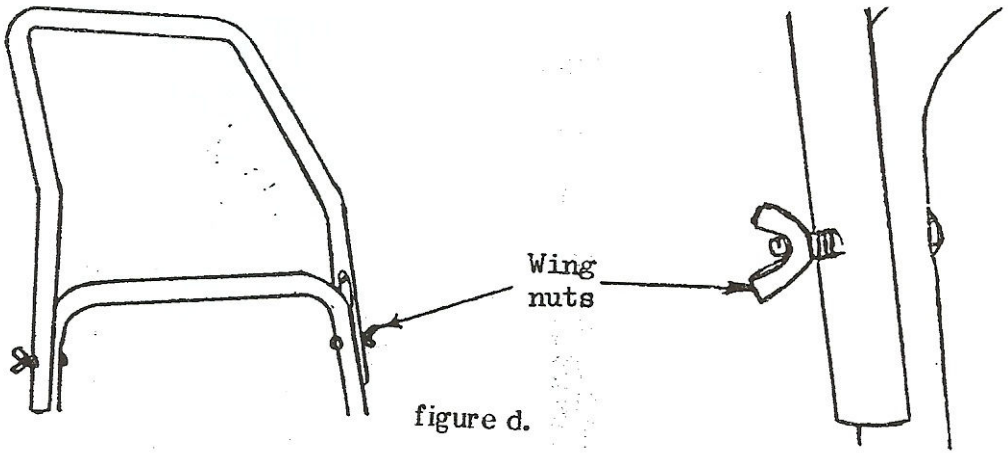


figure d.

F. Hold the handle assembly approximately straight up and down with lower curved portion pointing towards the air pump end of the machine.

Place one end of the handle over a handle pivot pin (see figure E). Pull the lower handle ends together and place other handle end over the opposite handle pivot pin.

Lower the handle into a normal walking position until the handle lock pins snap into the axle/handle brackets.

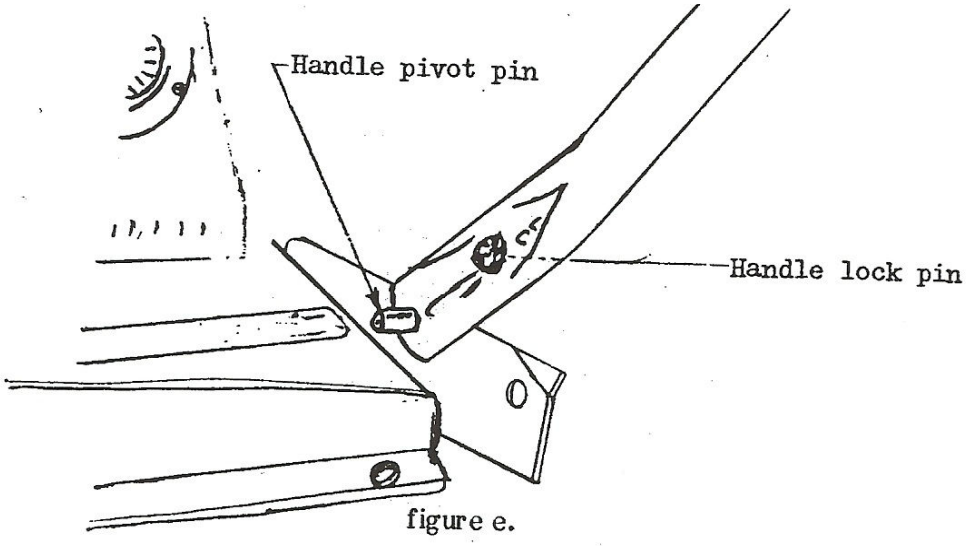


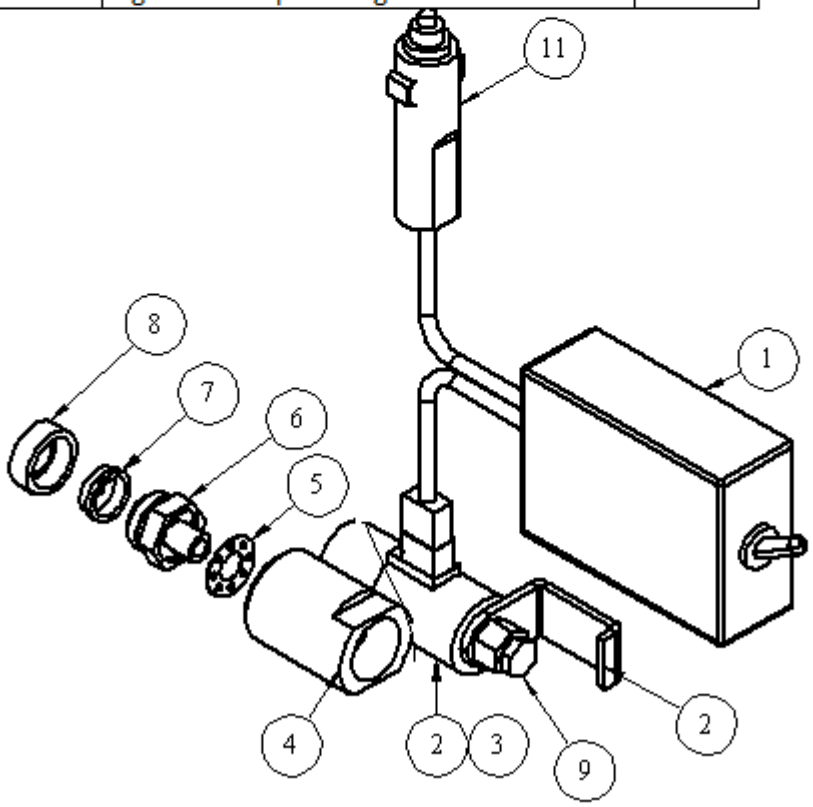
figure e.

VI. ILLUSTRATED PARTS

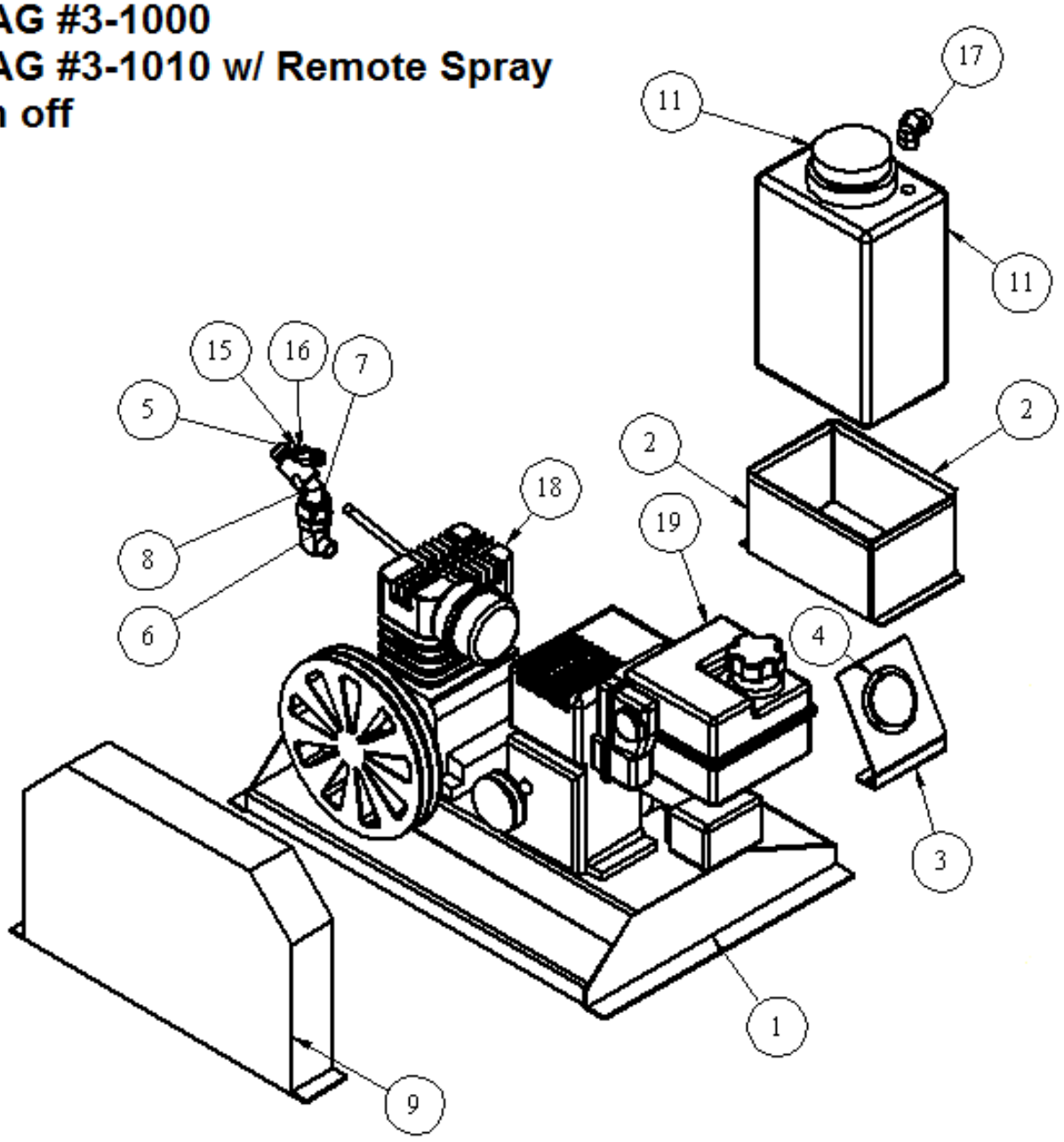
REMOTE NOZZLE EXPLODED VIEW

MAG - Remote On Off Nozzle w/ Solenoid

Item #	Part #	Description	Quantity
1	3-575	Remote Spray on off Cab control (no sol)	1
2	3-601	Solenoid Viton Seals	1
3	3-604	1/8 SS NPT Pipe Nipple	1
4	3-307	Alum. Nozzle Body for REMOTE only	1
5	3-306	Teflon Gasket	1
6	3-304	Fluid Nozzle	1
7	3-303	Air Cap	1
8	3-305	Nozzle Ring	1
9	3-603	Plug	1
10	3-605	Zip Tie Bracket / Plug for Nozzle	1
11	3-578	Cigarette Adaptor Plug	1



MAG #3-1000
MAG #3-1010 w/ Remote Spray
On off

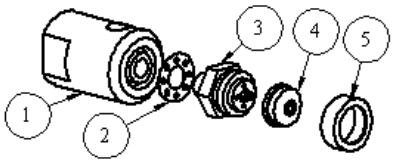


(See Next Page for Item Disc. and Part Number)

Item #	Part #	Description	Quantity
1	3-404	Alumin. Base Frame Weldment	1
2	3-406	Tank Wrap	2
3	3-681	Pressure Gauge Panel Only	1
4	3-675	Pressure Gauge Complete w/ Panel	1
5	3-307	Alum. Nozzle Body, Manual On Off Nozzle	1
6	3-205	90 Deg. Brass Elbow / SPECIFY	1
		3-205 Specify remote or manual nozzle, and or Air Filter	
7	3-309	1/2 NPT Ball Joint Female Swivel Fitting	1
8	3-308	Elbow Brass 64 deg. Welded	1
9	3-405	Belt Guard Assembly	1
10	3-710	Tank Cap	1
11	3-700	Formulation Tank with Cap	1
12	3-209	Tee Weldment 3 port (pressure release)	1
13	3-207	Coupling Weldment (form tank to nozzle)	1
14	3-212	Pressure Relief Valve	1
15	3-316	Brass Fitting for on off valve 45 degree	1
16	3-315	On Off valve for Mag Nozzle	1
17	3-702	Welded Pickup Tube Assy Complete w/ Jaco	1
18	3-200	Compressor MAG	1
19	3-100	Engine 7HP Kohler	1
20	3-214	Copper Pressure Line	1

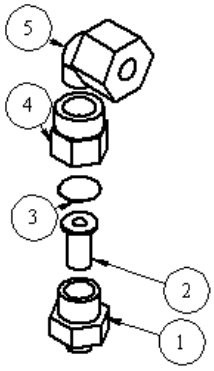
NOZZLE TIP & PICKUP TUBE EXPLODED VIEW

MAG Alum. Nozzle Assy #3-301



Item #	Part #	Description	Quantity
1	3-337	Alum. Nozzle Body, Manual On Off Nozzle	1
2	3-306	Teflon Gasket w/ round holes, no oval holes	1
3	3-304	Fluid Nozzle w/ or w/o Remote	1
4	3-303	Air Cap	1
5	3-305	Nozzle Ring	1
n/a	3-301	Complete Nozzle Assembly Std. (Items 1-5)	1
n/a	3-300	Complete Nozzle Assembly (brass ball valve up, complet	
n/a	3-390	Complete Nozzle Assembly (brass ball valve up, complet	
		w/solenoid)	1

MAG Pickup Tube Assy #3-702



Item #	Part #	Description	Quantity
1	3-702	Welded Pickup Tube Assy Complete w/ Jaco	1
2	3-650	Filter Screen	1
3	3-408-xx	Orifice Disc, Specify Size xx	1
4	3-706	Nut Adaptor Filter Screen	1
5	3-708	Male Elbow w/ Nut	1

ORIFICE DISC CHART

(see item #3 on MAG PU Tube Assy on Prev Page for orifice location)

NOTE: To order replacement orifices or orifices not listed, use part number # 3-802 -xx for desired size.
Example: 3-802-14 = .014 diameter hole, 1 ounce disc or
3-802-51 = .51 disc or 6 ounce disc, .51 diameter hole

Chemical formulations with “thin” viscosity carrier oils such as kerosene, mineral oil, diluent oils, Etc.

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* Oz/Min		Orifice Disc #
1	**…….**	**14**
2	**…….**	**22**
3	**…….**	**29**
4	**…….**	**39**
6	**…….**	**51**

* These are approximate settings. Always calibrate in order to obtain true flow rates.